



Capital Region Bike Rack Program Description

The Capital Region Bike Rack program is a new addition to a set of Travel Demand Management (TDM) strategies administered cooperatively by the Capital District Transportation Authority (CDTA) and the Capital District Transportation Committee (CDTC). Funding for TDM programs has been dedicated in the region's Transportation Improvement Program (TIP) since 1997 using federal funds from the Congestion Management and Air Quality (CMAQ) program under the Federal Transit Administration (FTA). Applications are available from CDTC at www.cdtcmpo.org or by calling 518-458-2161, and from CDTA at www.cdta.org or by calling 518-437-6865 or emailing bikerackprogram@cdta.org.

Demand management programs are designed to reduce single occupant vehicle (SOV) travel, fuel consumption, air pollution and parking demand by making travel options like buses, carpooling, walking and biking more attractive and affordable. Such programs also encourage people to engage in forms of transportation that improve personal health.

Bicycling reduces air emissions and single occupancy vehicle (SOV) trips. A shift of automobile trips to bicycle trips has a direct, positive impact by eliminating attributable emissions (a 100 percent reduction!). Biking is cost-effective for both society at large and for individuals, with benefits accruing from reductions in:

- Vehicle expenses
- Costs associated with municipal services devoted to vehicle traffic
- Air, noise, and water pollution
- Resource consumption (both fuel and vehicle steel and components)
- The "Barrier effect" created by heavy motorized traffic on pedestrian and bicycle mobility
- Negative land use impacts (proximity and a mix of uses are more bike accessible)¹

Provision of appropriate bicycling amenities, such as safe parking, encourages people to bike. Availability of bicycle parking adds convenience for the entire cycling community: businesses, commuters, shoppers, messengers and food deliverers and students. Businesses can expand their client base and improve customer satisfaction by providing convenient parking nearby. Also, the availability of bicycle parking discourages cyclists from parking at mailboxes, parking meters, trees, and other sidewalk structures.

¹ www.epa.gov



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The Capital Region Bike Rack program uses subsidies provided by the existing regional TDM allocation. The annual program budget will be set at \$50,000. The program provides free approved bike racks to the public sector and non-profits, up to a \$1,000 value, and provides 50/50 cost sharing of approved bike racks for the private sector, also up to a \$1,000 value (which means up to \$500 can be provided by the Bike Rack Program). Any additional costs will be paid by the applicant. CDTA/CDTC selected the DERO Bike Rack Company using a competitive bid process. See the 'CDTA Price List' for available models and pricing. Additional information about individual models can be found at www.dero.com.

A selection committee made up of the Capital District Transportation Authority, the Capital District Transportation Committee, the Capital District Regional Planning Commission, and the Governor's Traffic Safety Committee will review applications received by the due date. Bike racks will be granted based on density of the proposed location, the appropriateness of the location according to the Association of Pedestrian and Bicycle Professionals' "Bicycle Parking Guidelines" (specifically #4 – 'The Rack Area Site'), found at http://www.sccrtc.org/bikes/APBP_bikepark.pdf; evidence that the applicant is engaging to manage travel demand, increase social equity, and/or reduce energy use; geographical balance; and the submittal date of the complete application. Applicants submitting more than one application must prioritize them. Depending on interest, the CDTA and CDTC will announce additional solicitation opportunities.

Additionally:

- Participants are responsible for obtaining any and all necessary approvals, permits, and licenses, including from the site owner (if not the applicant) and the municipality.
- Participants will be responsible for picking up bike racks from a CDTA/CTDC-designated central location, at CDTA/CDTC-designated times, and loading them into their own appropriate vehicles.
- The applicant will not be responsible for shipping costs by the vendor.
- Participants will be responsible for bike rack installation, no later than two months after pick-up. If participants do not have the capability to install bike racks, they can, **for a fee**, opt to use a CDTA contractor.
- Bike racks must be installed in locations that:
 - Are continuously accessible to the public (24 hrs a day) and in a visible location. For instance, installation cannot be at a back entrance utilized only by employees or only available for designated periods (ie the workday, 9-5pm).
 - Do not block fire escapes, fire lanes, or other such emergency access.
 - Do not impede pedestrian flow or accessibility for people with disabling conditions.
 - Allow the bike rack to be used to its capacity (If a rack will hold 4 bikes, it shouldn't be so close to a building that it accommodates only 2 bikes)
- Participants must maintain and indemnify received bike racks for a minimum of five years after installation, and respond to annual survey questions on the current status of the bike racks. Removal of any bike rack prior to 5 years will require the participant to reimburse the program for the proportionate share of the rack.
- Participants in the program will be requested to participate in promotional activities for the program, including the use of photos of the finished sites, surveys and inventories of rack users and usage; and to include credit to CDTA/CDTC and the FTA in any materials that they produce promoting use of the racks.